

# **Manpower Allocation**

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## **Problem Statement:**

The current slots allocated to each maintenance unit within District Six have not been reviewed in the past fifteen or more years. Significant changes in population, infrastructure, and requirements for doing business have occurred in that time. A tool was needed to allow us to recognize these changes for a better allocation of assets. My problem was to define a measureable and quantifiable method to distribute the available maintenance slots within District Six. The goal is improving the overall efficiency within the district by balancing the available assets to meet the actual needs.

## **Data Collection:**

I began with a brainstorming session with the six county resident maintenance engineers in District Six (Beaufort, Berkeley, Colleton, Charleston, Dorchester, and Jasper). District Six has a good mix of urban and rural counties exhibiting stagnant to substantial growth. Reallocating slots is a sensitive subject when you actually take from one county and give to another. I wanted to make sure I tried to incorporate variables each unit felt was important to the process. Attached is the initial list with the items in bold representing our agreed first cut. (Attachment 1)

Following this meeting I began to compile the available data that matched the brainstorming session. I decided to capture data on a statewide level instead of just District Six. This allowed a check to make sure our district was in line with other

counties and districts of comparable features. It could also serve as a tool for considering changes on a statewide level if deemed appropriate.

### **Definitions**

Road Miles – A centerline measurement in miles of state maintained roads within a county.

Lane Miles – Roadway miles multiplied by the actual number of traffic lanes.

Average Annual Daily Traffic (AADT) – Average daily number of cars on a specific road or roadway type.

Vehicle Miles Traveled (VMT) – Road Miles multiplied by the AADT

Population – Figures obtained from 1990 and 2000 census data

Land Area – County measurement in square miles

Highway Maintenance Management System (HMMS) – Database system used by the Department to capture daily work activities and accomplishments.

Roadway Information Management System (RIMS) – Traffic database used to collect roadway features and vehicle counts.

Primary System– Sum of both the US and SC roadway types.

District Crew – Specialized crews that handle multiple counties

### **Data Analysis:**

State maintained roads are separated into three categories, interstate, primary (US and SC) and secondary routes. This is the basic building block for determining a counties responsibility of roadway maintenance. I gathered the cumulative road and lane miles for

each road category by district from our RIMS data base (attachment 2). I also used the past three years of data available in HMMS to determine the actual maintenance labor force cost allocated to each roadway type by district (attachment 3). I needed to determine if any road type historically required more labor to maintain than the other categories and if so what was the relationship. The percent average labor cost by route within each district compared favorably with the percent lane miles by route within each district (attachment 4). This allows a direct lane mile to labor force relationship for each category type.

I collected each county's population data obtained from the Office of Research and Statistics website for comparison with each county's VMT (graph 1) and AADT (graph 2) from the RIMS data base. Both graphs (scatter plots) represent the general trend of increased population yielding greater counts. The correlation proved significantly closer to the trend line on the VMT graph.

Lane miles, VMT, and Population provide a good snap shot of a county's responsibility. The true crux of this problem has proved to be finding a weighted average for each item that could be explained and justified. My initial inclination was to research the number and associated labor cost for work requests (attachment 5). Work requests are generally logged into the HMMS database when reported by the public for repairs or improvements to our roadway system. This is a direct and measureable effect the public, by population (graph 3) and/or VMT (graph 4), has on our labor efforts. Both graphs illustrate the general trend that more people and vehicles require more labor. I then compared the labor associated with the work request to the total state roadway labor cost. The statewide average over the past three years reflected that 12.94% of the roadway



maintenance activities were directly related to work request. I feel this figure is potentially several percentage points low. Each county and district has historically reported this data a little differently. Some counties record internal requests as well as external requests. Some counties do not report requests which are completed the same business day. It should also be noted in theory that counties with a better level of service on routine maintenance plans should receive fewer work requests from the public.

As an initial consideration, I used the 13% as a weighted value for work request and the remaining 87% in lane miles as a controlled test using District Six counties. The result (attachment 6) produced an increase in slots for Berkeley, Colleton and Dorchester Counties. Colleton County has historically been one of the "District Crew" counties within District Six. Additional slots have been added to this unit to cover specialty crews such as chip seal and paint. Their use as district crews have effectively been dissolved leaving additional labor within Colleton County. Resident Maintenance Engineers for this county admit that the labor ratio in the unit is probably the highest in the District based on a county's over all labor needs and serves as an example of an ideal mix. Adding additional slots to this unit would indicate the weighted ratio for lane miles and work request was not within reasonable limits for the controlled test. Colleton County has a significant number of lane miles with a very low population. Additional weight would be required on the population or VMT.

I began to compare previous methods and programs of similar applications as possible guidance. The Department has a "C" program that distributes money to local transportation committees for resurfacing and other transportation related needs. The formula uses an equal ratio of road miles, population and land area. Attachment 7

illustrates how this ratio would apply to maintenance slots on a statewide level and attachment 7b if only applied in District Six.

The Department also performs a ten year review to determine if we need to re-align the current district structure. This study includes all personnel assigned to each district of which maintenance comprises approximately 77% of the available slots. The last completed study performed in 1998 weighted lane miles at 42.5%, VMT @ 19%, Population Density at 19%, and travel time to the furthest point in a county at 4%. The remaining 15% was more focused on construction and district staffing. Attachments 8 and 8b show the revisions using the figures adjusted to the four relevant data fields for a statewide and district six comparison .

The ten year report for 2008 is currently under review by senior staff. A report has not been published at this time. The difficulties associated with district realignment have brought discussion back to redistributing existing personnel to better align with current district needs. The formula used in initial presentations currently has 30% for lane miles, 30% VMT, 30% Population, and 10% land area is depicted in Attachment 9 and 9b.

My data analysis has painfully brought me to the understanding that the statistical data available, though extremely relevant, is not likely to point an obvious answer on what weights should be applied to the primary factors. Illustrations of the three methods described drastically alter the manpower allocated to each district. Most counties can show a favorable report of some fashion advocating their needs through the use of at least one of road miles, lane miles, AADT, VMT, population, land area, or a combination thereof. Only a few counties within the state show true need for additional slots in almost

all of the categories. To make a statewide level change, commitment will need to be issued as a necessity at the senior management level. The weighted factors would likely be derived from peer consensus.

**Implementation Plan 1A:**

I would not recommend making any changes in District Six until a decision is finalized from the ten year study. Changes of this type are difficult to gain troop support. It would not be appropriate to try and sell a second change in a short time frame should one be initiated from a higher level.

**Implementation Plan 1B:**

Since I was unable to uncover the level of detail necessary to initiate a change based on quantifiable and measureable data, I will need to investigate crew processes at the micro level. Reallocation of manpower will need to occur on a case by case study for crew types within the district. Goals exist for many of the crews and should serve as the baseline for accomplishment. For example, ditching crews are required to pull all shoulders and ditches for every road in their county on a six year rotation. Are we actually meeting this goal or pushing the paper to make it appear we have completed the work? What is the production rate compared to the district and statewide average? If we are falling short, what additional timeframe, manpower or improvements are needed to meet the requirements? Are the crew sizes and equipment compliments comparable? What additional tasks are performed beyond the baseline production requirements? When a work request is received, how long was it since the crew last performed the

regular rotation work? What additional requirements are expected of the crew and to what level is their time distracted from the primary proactive maintenance goals? Each type of crew within the county will need to be reviewed and compared with district levels as well as state levels of accomplishment. Target baselines will need to be set when existing goals do not exist or are not obvious. Essentially each crew will need to have a business plan that we know they can achieve.

The review process will likely take several months per crew type. Baseline data and reports can be generated from HMMS. An established set of questions and concerns will evolve from the baseline data. Where applicable, each county will need to provide an updated version of their plans with designated routes and rotations. A sample field review of accomplished and future routes will need to be ridden by the District Maintenance Engineer or one of his Assistants to verify quantities appear valid and the work was completed properly. Several field visits with the crews will hopefully develop an open form of communication to suggest ideas and concerns.

As with the initial scope on this project, results are not always going to be clear cut. The end result should be more attainable as long as the lines of communication between those performing the work and their leadership stay open and focused on the immediate task at hand.

#### **Evaluation Method:**

Once a business plan is established for each crew with measureable goals, quarterly updates through HMMS should indicate improvements and areas of continued concern.

**Summary and Recommendations:**

Analysis of individual crews should serve as a more palatable method of improving the overall efficiency within the district. Clear guidelines for crew accomplishments should be established through individual business plans. If crew adjustments are necessary, it will be gradually distributed over a length of time based on needs with understanding and not seen by the counties as a single swift blow. Though the process may take longer, it should provide a more accurate depiction of real needs. Once the micro process is complete, weighted factors could be determined based on a more realistic model.

# **Attachments**

**Initial criteria for formula consideration**

**Lane Miles**

Shoulder Miles

**Population**

Development

Encroachment Permits

Work Request

**Bridges**

Sidewalk

Truck Traffic

**ADT**

**Pavement Preservation Score**

**PQI Data**

VMT

Type Roads

**Ability to fill slots**

**Fuctional Classification**

Urban / Rural

Equipment

Shop Slots

Geography

Political Factors

Port Access

Emergency Situations (Weather and System failures)

Outside Funding (sales tax and CTC participation)

Municipality Cooperation

**Inmate Labor**

Budget

Functions

Bridge Type

Road Type

Map Data

Roadway Inspections

Manhours / Activity

Crew Structure

Minimum Staffing Level

Contract Amount (# of Techs)

In house versus Contract Work

**Signs (special need above certain signs per mile?)**

Crew Compliment

**Specialty Crews**

**Non-county miles maintained**

		Cost Percentage by Route Type															Cost Summaries by Year and District																			
District	Year	Equipment %					Labor %					Material %					Summary (All categories)				I				US				SC				S			
		I	US	SC	S	Sum	I	US	SC	S	Sum	I	US	SC	S	Sum	Equipment	Labor	Material		Equipment Cost	Labor Cost	Material Cost	Total Cost	Equipment Cost	Labor Cost	Material Cost	Total Cost	Equipment Cost	Labor Cost	Material Cost	Total Cost	Equipment Cost	Labor Cost	Material Cost	Total Cost
1	2005	6.8%	12.5%	10.1%	70.6%	100.0%	6.6%	17.6%	11.4%	64.4%	100.0%	24.7%	5.7%	0.5%	69.0%	100.0%	\$ 6,335,616.00	\$ 15,833,586.00	\$ 8,084,807.00		\$ 427,771.00	\$ 1,043,819.00	\$ 1,996,611.00	\$ 3,468,201.00	\$ 793,964.00	\$ 2,786,154.00	\$ 464,613.00	\$ 4,044,731.00	\$ 638,127.00	\$ 1,806,556.00	\$ 42,119.00	\$ 2,486,802.00	\$ 4,475,754.00	\$ 10,197,057.00	\$ 5,581,464.00	\$ 20,254,275.00
1	2006	6.6%	10.4%	10.8%	72.2%	100.0%	6.7%	17.3%	12.2%	63.9%	100.0%	1.9%	6.1%	6.1%	85.9%	100.0%	\$ 3,658,828.00	\$ 16,726,671.00	\$ 5,413,102.00		\$ 239,690.00	\$ 1,115,478.00	\$ 101,550.00	\$ 1,456,718.00	\$ 381,708.00	\$ 2,895,820.00	\$ 331,973.00	\$ 3,609,501.00	\$ 394,162.00	\$ 2,034,663.00	\$ 331,744.00	\$ 2,760,569.00	\$ 2,643,268.00	\$ 10,680,710.00	\$ 4,647,835.00	\$ 17,971,813.00
1	2007	7.7%	11.3%	12.4%	68.5%	100.0%	6.8%	18.2%	12.6%	62.4%	100.0%	4.3%	6.7%	13.3%	75.7%	100.0%	\$ 4,112,656.00	\$ 16,895,259.00	\$ 4,072,323.00		\$ 315,583.00	\$ 1,149,449.00	\$ 175,158.00	\$ 1,640,190.00	\$ 466,298.00	\$ 3,073,143.00	\$ 271,351.00	\$ 3,810,792.00	\$ 511,563.00	\$ 2,129,099.00	\$ 542,825.00	\$ 3,183,487.00	\$ 2,819,212.00	\$ 10,543,568.00	\$ 3,082,989.00	\$ 16,445,769.00
2	2005	1.7%	10.1%	16.1%	72.0%	100.0%	2.1%	11.8%	14.9%	71.2%	100.0%	0.5%	1.9%	5.8%	91.8%	100.0%	\$ 3,820,639.00	\$ 9,266,576.00	\$ 8,810,444.00		\$ 65,869.00	\$ 190,438.00	\$ 42,988.00	\$ 299,295.00	\$ 387,095.00	\$ 1,097,213.00	\$ 164,332.00	\$ 1,648,640.00	\$ 616,916.00	\$ 1,378,484.00	\$ 513,175.00	\$ 2,508,575.00	\$ 2,750,759.00	\$ 6,600,441.00	\$ 8,089,949.00	\$ 17,441,149.00
2	2006	1.7%	10.3%	17.5%	70.6%	100.0%	2.1%	11.4%	15.6%	70.8%	100.0%	0.4%	5.6%	13.6%	80.4%	100.0%	\$ 2,246,766.00	\$ 9,576,449.00	\$ 1,950,989.00		\$ 37,774.00	\$ 205,785.00	\$ 8,109.00	\$ 251,668.00	\$ 230,979.00	\$ 1,095,919.00	\$ 109,523.00	\$ 1,436,421.00	\$ 392,625.00	\$ 1,494,013.00	\$ 265,398.00	\$ 2,152,036.00	\$ 1,585,388.00	\$ 6,780,732.00	\$ 1,567,959.00	\$ 9,934,079.00
2	2007	2.1%	10.7%	15.6%	71.6%	100.0%	2.6%	10.9%	13.8%	72.6%	100.0%	2.8%	6.5%	14.9%	75.8%	100.0%	\$ 2,455,563.00	\$ 9,343,918.00	\$ 1,274,091.00		\$ 51,909.00	\$ 247,587.00	\$ 35,476.00	\$ 334,972.00	\$ 262,842.00	\$ 1,022,730.00	\$ 83,446.00	\$ 1,369,018.00	\$ 383,358.00	\$ 1,289,170.00	\$ 189,936.00	\$ 1,862,464.00	\$ 1,757,454.00	\$ 6,784,431.00	\$ 965,233.00	\$ 9,507,118.00
3	2005	7.8%	10.3%	17.4%	64.5%	100.0%	7.3%	12.3%	14.2%	66.2%	100.0%	20.2%	7.9%	15.8%	56.1%	100.0%	\$ 3,537,599.00	\$ 10,105,363.00	\$ 1,821,612.00		\$ 276,657.00	\$ 737,977.00	\$ 368,046.00	\$ 1,382,680.00	\$ 364,193.00	\$ 1,238,029.00	\$ 144,280.00	\$ 1,746,502.00	\$ 616,320.00	\$ 1,436,330.00	\$ 287,407.00	\$ 2,340,057.00	\$ 2,280,429.00	\$ 6,693,027.00	\$ 1,021,879.00	\$ 9,995,335.00
3	2006	6.8%	10.7%	16.3%	66.3%	100.0%	7.4%	13.3%	14.6%	64.7%	100.0%	5.9%	10.6%	14.8%	68.7%	100.0%	\$ 2,195,558.00	\$ 10,954,655.00	\$ 1,531,597.00		\$ 149,503.00	\$ 812,879.00	\$ 90,770.00	\$ 1,053,152.00	\$ 234,062.00	\$ 1,458,988.00	\$ 162,970.00	\$ 1,856,020.00	\$ 357,109.00	\$ 1,598,573.00	\$ 225,940.00	\$ 2,181,622.00	\$ 1,454,884.00	\$ 7,084,215.00	\$ 1,051,917.00	\$ 9,591,016.00
3	2007	7.1%	9.9%	17.1%	66.0%	100.0%	8.3%	13.5%	15.6%	62.6%	100.0%	12.3%	8.6%	17.8%	61.3%	100.0%	\$ 2,623,552.00	\$ 10,736,249.00	\$ 1,726,137.00		\$ 186,155.00	\$ 892,101.00	\$ 212,255.00	\$ 1,290,511.00	\$ 259,662.00	\$ 1,449,453.00	\$ 148,317.00	\$ 1,857,432.00	\$ 447,465.00	\$ 1,674,044.00	\$ 306,595.00	\$ 2,428,104.00	\$ 1,730,270.00	\$ 6,720,651.00	\$ 1,058,970.00	\$ 9,509,891.00
4	2005	2.7%	7.8%	16.2%	73.3%	100.0%	2.6%	10.6%	20.0%	66.8%	100.0%	3.1%	4.0%	9.6%	83.4%	100.0%	\$ 4,595,229.00	\$ 11,524,693.00	\$ 4,182,526.00		\$ 124,437.00	\$ 302,141.00	\$ 127,987.00	\$ 554,565.00	\$ 359,038.00	\$ 1,217,457.00	\$ 165,347.00	\$ 1,741,842.00	\$ 745,612.00	\$ 2,309,189.00	\$ 399,454.00	\$ 3,454,255.00	\$ 3,366,142.00	\$ 7,695,906.00	\$ 3,489,738.00	\$ 14,551,786.00
4	2006	2.9%	7.6%	17.8%	71.7%	100.0%	2.8%	10.6%	21.6%	65.0%	100.0%	1.3%	6.3%	16.5%	75.9%	100.0%	\$ 2,739,843.00	\$ 12,391,269.00	\$ 3,098,852.00		\$ 78,389.00	\$ 348,411.00	\$ 41,391.00	\$ 468,191.00	\$ 209,230.00	\$ 1,315,075.00	\$ 194,403.00	\$ 1,718,708.00	\$ 487,091.00	\$ 2,674,560.00	\$ 510,205.00	\$ 3,671,856.00	\$ 1,965,133.00	\$ 8,053,223.00	\$ 2,352,853.00	\$ 12,371,209.00
4	2007	4.4%	6.5%	16.5%	72.6%	100.0%	3.8%	8.3%	19.9%	68.0%	100.0%	4.6%	5.0%	19.7%	70.7%	100.0%	\$ 3,139,797.00	\$ 12,624,634.00	\$ 3,557,300.00		\$ 138,963.00	\$ 481,503.00	\$ 164,459.00	\$ 784,925.00	\$ 202,621.00	\$ 1,047,296.00	\$ 177,575.00	\$ 1,427,492.00	\$ 519,206.00	\$ 2,516,526.00	\$ 700,857.00	\$ 3,736,589.00	\$ 2,279,007.00	\$ 8,579,309.00	\$ 2,514,409.00	\$ 13,372,725.00
5	2005	2.4%	12.1%	11.3%	74.3%	100.0%	2.2%	17.6%	12.3%	67.8%	100.0%	2.2%	8.4%	7.1%	82.2%	100.0%	\$ 6,136,513.00	\$ 15,640,214.00	\$ 3,580,398.00		\$ 145,833.00	\$ 342,553.00	\$ 80,015.00	\$ 568,401.00	\$ 740,179.00	\$ 2,754,698.00	\$ 302,401.00	\$ 3,797,278.00	\$ 693,707.00	\$ 1,931,144.00	\$ 253,491.00	\$ 2,878,342.00	\$ 4,556,794.00	\$ 10,611,819.00	\$ 2,944,491.00	\$ 18,113,104.00
5	2006	1.3%	13.0%	12.2%	73.6%	100.0%	1.5%	18.1%	13.1%	67.3%	100.0%	0.4%	9.2%	8.1%	82.3%	100.0%	\$ 3,673,734.00	\$ 15,653,159.00	\$ 3,656,154.00		\$ 46,832.00	\$ 233,853.00	\$ 14,620.00	\$ 295,305.00	\$ 476,580.00	\$ 2,833,488.00	\$ 337,807.00	\$ 3,647,875.00	\$ 447,883.00	\$ 2,051,053.00	\$ 295,887.00	\$ 2,794,823.00	\$ 2,702,439.00	\$ 10,534,765.00	\$ 3,007,840.00	\$ 16,245,044.00
5	2007	0.9%	3.9%	3.9%	91.3%	100.0%	1.3%	9.2%	6.5%	83.0%	100.0%	1.8%	6.5%	9.0%	82.6%	100.0%	\$ 12,275,613.00	\$ 31,653,081.00	\$ 3,647,241.00		\$ 105,579.00	\$ 401,976.00	\$ 66,452.00	\$ 574,007.00	\$ 481,825.00	\$ 2,914,307.00	\$ 237,958.00	\$ 3,634,090.00	\$ 483,160.00	\$ 2,072,587.00	\$ 328,694.00	\$ 2,884,441.00	\$ 11,205,049.00	\$ 26,264,211.00	\$ 3,014,137.00	\$ 40,483,397.00
6	2005	7.0%	14.1%	13.3%	65.7%	100.0%	6.4%	21.2%	15.4%	57.0%	100.0%	54.3%	3.5%	4.1%	38.1%	100.0%	\$ 4,356,441.00	\$ 12,554,069.00	\$ 4,077,718.00		\$ 303,163.00	\$ 803,364.00	\$ 2,212,643.00	\$ 3,319,170.00	\$ 612,103.00	\$ 2,660,632.00	\$ 143,021.00	\$ 3,415,756.00	\$ 580,335.00	\$ 1,935,249.00	\$ 167,125.00	\$ 2,682,709.00	\$ 2,860,840.00	\$ 7,154,824.00	\$ 1,554,929.00	\$ 11,570,593.00
6	2006	6.6%	14.0%	11.3%	68.0%	100.0%	5.7%	22.1%	15.4%	56.8%	100.0%	3.6%	10.7%	6.2%	79.4%	100.0%	\$ 2,548,174.00	\$ 13,363,100.00	\$ 2,485,225.00		\$ 169,403.00	\$ 759,216.00	\$ 88,700.00	\$ 1,017,319.00	\$ 357,961.00	\$ 2,956,727.00	\$ 267,128.00	\$ 3,581,816.00	\$ 289,048.00	\$ 2,053,413.00	\$ 155,172.00	\$ 2,497,633.00	\$ 1,731,762.00	\$ 7,593,744.00	\$ 1,974,225.00	\$ 11,299,731.00
6	2007	5.8%	15.3%	13.3%	65.7%	100.0%	5.0%	23.4%	15.1%	56.5%	100.0%	3.2%	8.1%	7.2%	81.6%	100.0%	\$ 2,937,713.00	\$ 13,264,085.00	\$ 2,222,984.00		\$ 169,713.00	\$ 666,164.00	\$ 70,381.00	\$ 906,258.00	\$ 448,473.00	\$ 3,101,759.00	\$ 179,473.00	\$ 3,729,705.00	\$ 390,906.00	\$ 2,003,564.00	\$ 159,574.00	\$ 2,554,044.00	\$ 1,928,621.00	\$ 7,492,598.00	\$ 1,813,556.00	\$ 11,234,775.00
7	2005	3.9%	12.7%	10.3%	73.1%	100.0%	3.4%	21.7%	8.6%	66.3%	100.0%	2.1%	8.0%	7.1%	82.8%	100.0%	\$ 4,410,328.00	\$ 9,763,708.00	\$ 2,073,841.00		\$ 173,565.00	\$ 335,882.00	\$ 43,363.00	\$ 552,810.00	\$ 559,261.00	\$ 2,118,912.00	\$ 166,447.00	\$ 2,844,620.00	\$ 453,172.00	\$ 838,212.00	\$ 146,450.00	\$ 1,437,834.00	\$ 3,224,330.00	\$ 6,470,702.00	\$ 1,717,581.00	\$ 11,412,613.00
7	2006	3.2%	13.8%	9.2%	73.8%	100.0%	3.2%	21.7%	8.0%	67.1%	100.0%	0.7%	6.0%	4.2%	89.0%	100.0%	\$ 2,455,427.00	\$ 10,078,604.00	\$ 3,411,090.00		\$ 79,347.00	\$ 318,114.00	\$ 24,384.00	\$ 421,845.00	\$ 338,421.00	\$ 2,190,557.00	\$ 205,919.00	\$ 2,734,897.00	\$ 226,423.00	\$ 806,907.00	\$ 144,923.00	\$ 1,178,253.00	\$ 1,811,236.00	\$ 6,763,026.00	\$ 3,035,864.00	\$ 11,610,126.00
7	2007	3.8%	13.4%	7.8%	75.0%	100.0%	3.4%	21.3%	7.1%	68.2%	100.0%	1.2%	6.2%	5.0%	87.6%	100.0%	\$ 2,924,136.00	\$ 10,147,027.00	\$ 2,768,350.00		\$ 111,390.00	\$ 346,188.00	\$ 32,905.00	\$ 490,483.00	\$ 390,925.00	\$ 2,165,494.00	\$ 172,616.00	\$ 2,729,035.00	\$ 227,560.00	\$ 716,516.00	\$ 138,054.00	\$ 1,082,130.00	\$ 2,194,261.00	\$ 6,918,829.00	\$ 2,424,775.00	\$ 11,537,865.00
																	\$ 278,096,369.00				\$ 11,734,878.00				\$ 43,393,851.00				\$ 36,749,852.00				\$ 186,217,788.00			



Weight Factor		Road Miles																		Lane Miles					VMT (Yearly)			AADT			1990		2000		Land Area		Population Density		Bridges		Current Slots	Calculated Slots	Difference																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
		Interstate	Primary	Secondary	Total	Interstate	Primary	Secondary	Total	Interstate	Primary	Secondary	Total	Interstate	Primary	Secondary	Total	Population	Population	(sq. miles)	Population Density	Number	Lane Miles																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																				
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District Avg Labor Cost(2005 - 2007)																District Lane Miles by Route Type				District Road Miles by Route Type			
District Avg (2005 - 2007)	Equipment					Average Labor Cost by Route					Materials					District Lane Miles by Route Type				District Road Miles by Route Type			
	I	US	SC	S	Total	I	US	SC	S	Total	I	US	SC	S	Total	I	Primary	S	Total	I	Primary	S	Total
1	7.0%	11.4%	11.1%	70.5%	100.0%	6.7%	17.7%	12.1%	63.6%	100.0%	10.3%	6.2%	6.7%	76.9%	100.0%	5.8%	21.6%	72.5%	100.0%	2.8%	19%	79%	100.0%
2	1.8%	10.4%	16.4%	71.4%	100.0%	2.3%	11.4%	14.8%	71.5%	100.0%	1.2%	4.7%	11.4%	82.6%	100.0%	2.5%	25.6%	71.8%	100.0%	1.3%	24%	74%	100.0%
3	7.2%	10.3%	16.9%	65.6%	100.0%	7.7%	13.0%	14.8%	64.5%	100.0%	12.8%	9.1%	16.1%	62.0%	100.0%	6.2%	31.2%	62.6%	100.0%	3.0%	27%	70%	100.0%
4	3.3%	7.3%	16.8%	72.5%	100.0%	3.1%	9.8%	20.5%	66.6%	100.0%	3.0%	5.1%	15.2%	76.7%	100.0%	3.1%	24.9%	72.0%	100.0%	1.4%	23%	76%	100.0%
5	1.5%	9.7%	9.1%	79.7%	100.0%	1.7%	15.0%	10.7%	72.7%	100.0%	1.5%	8.1%	8.1%	82.4%	100.0%	1.8%	26.1%	72.1%	100.0%	0.9%	21%	78%	100.0%
6	6.5%	14.5%	12.7%	66.4%	100.0%	5.7%	22.2%	15.3%	56.8%	100.0%	20.3%	7.4%	5.8%	66.4%	100.0%	5.9%	27.7%	66.4%	100.0%	3.0%	24%	73%	100.0%
7	3.7%	13.3%	9.1%	74.0%	100.0%	3.3%	21.6%	7.9%	67.2%	100.0%	1.3%	6.8%	5.4%	86.5%	100.0%	3.8%	25.2%	71.0%	100.0%	2.0%	24%	74%	100.0%
Weighted State Average						4.3%	15.8%	13.7%	66.1%	100.0%						4.2%	28.8%	67.0%	100.0%	2.0%	22.8%	75.1%	100.0%

Weight Factor		# of Work Request				% Statewide of # of Work Request				% of statewide work request labor				% of County WR labor to total state labor				Yearly Work Request Labor Cost Totals				Interstate WR Labor \$			US WR Labor \$			SC WR Labor \$			S WR Labor \$		
		2005	2006	2007	AVG	2005	2006	2007	AVG	2005	2006	2007	AVG	2005	2006	2007	AVG	2005	2006	2007	AVG	2005	2006	2007	2005	2006	2007	2005	2006	2007	2005	2006	2007
1 0	District 1																																
1 2	Aiken									5.2%	4.4%	4.1%	4.5%	0.72%	0.57%	0.49%	0.5919%	\$ 605,693.00	\$ 501,832.00	\$ 518,048.00	\$ 541,857.67	\$ 4,282.00	\$ 4,481.00	\$ 9,380.00	\$ 59,020.00	\$ 61,075.00	\$ 42,193.00	\$ 86,110.00	\$ 83,295.00	\$ 65,146.00	\$ 456,281.00	\$ 352,981.00	\$ 401,329.00
1 28	Kershaw									1.4%	1.6%	1.3%	1.4%	0.20%	0.21%	0.15%	0.19%	\$ 169,485.00	\$ 183,840.00	\$ 158,362.00	\$ 170,562.33	\$ 62.00	\$ 42.00	\$ -	\$ 10,770.00	\$ 7,168.00	\$ 7,334.00	\$ 16,278.00	\$ 13,170.00	\$ 11,452.00	\$ 142,375.00	\$ 163,460.00	\$ 139,576.00
1 31	Lee									0.8%	0.7%	0.7%	0.8%	0.12%	0.09%	0.08%	0.10%	\$ 99,530.00	\$ 83,420.00	\$ 87,708.00	\$ 90,219.33	\$ 8,724.00	\$ 6,200.00	\$ 9,189.00	\$ 4,656.00	\$ 5,420.00	\$ 7,541.00	\$ 11,781.00	\$ 10,662.00	\$ 10,680.00	\$ 74,369.00	\$ 61,138.00	\$ 60,298.00
1 32	Lexington									5.7%	6.0%	5.1%	5.6%	0.78%	0.77%	0.61%	0.72%	\$ 663,855.00	\$ 687,597.00	\$ 640,967.00	\$ 664,139.67	\$ 20,416.00	\$ 14,209.00	\$ 20,608.00	\$ 62,187.00	\$ 57,323.00	\$ 55,715.00	\$ 35,704.00	\$ 32,972.00	\$ 34,293.00	\$ 545,548.00	\$ 583,093.00	\$ 530,351.00
1 40	Richland									8.6%	8.5%	6.8%	8.0%	1.19%	1.10%	0.82%	1.04%	\$ 1,010,636.00	\$ 978,594.00	\$ 859,489.00	\$ 949,573.00	\$ 48,076.00	\$ 30,304.00	\$ 19,915.00	\$ 72,363.00	\$ 67,645.00	\$ 63,719.00	\$ 63,376.00	\$ 80,374.00	\$ 67,938.00	\$ 826,821.00	\$ 800,271.00	\$ 707,917.00
1 43	Sumter									4.3%	3.7%	3.2%	3.7%	0.60%	0.48%	0.39%	0.49%	\$ 505,673.00	\$ 422,212.00	\$ 405,177.00	\$ 444,354.00	\$ 22,947.00	\$ 2,672.00	\$ 603.00	\$ 70,005.00	\$ 49,464.00	\$ 41,285.00	\$ 46,331.00	\$ 52,645.00	\$ 32,649.00	\$ 366,390.00	\$ 317,431.00	\$ 330,640.00
1	District 1 Totals	19156	15040	13413	15870	31.56%	30.82%	23.65%	28.68%	26.1%	24.8%	21.3%	24.0%	3.61%	3.22%	2.55%	3.13%	\$ 3,054,872.00	\$ 2,857,495.00	\$ 2,669,751.00	\$ 2,860,706.00	\$ 104,507.00	\$ 57,908.00	\$ 59,695.00	\$ 279,001.00	\$ 248,095.00	\$ 217,787.00	\$ 259,580.00	\$ 273,118.00	\$ 222,158.00	\$ 2,411,784.00	\$ 2,278,374.00	\$ 2,170,111.00
2	District 2																																
2 1	Abbeville									1.2%	1.2%	1.2%	1.2%	0.16%	0.15%	0.14%	0.15%	\$ 139,334.00	\$ 133,056.00	\$ 150,342.00	\$ 140,910.67	\$ -	\$ -	\$ -	\$ 4,412.00	\$ 2,400.00	\$ 3,072.00	\$ 30,238.00	\$ 23,335.00	\$ 44,169.00	\$ 104,684.00	\$ 107,321.00	\$ 103,101.00
2 19	Edgefield									1.3%	0.9%	0.8%	1.0%	0.17%	0.12%	0.09%	0.13%	\$ 147,500.00	\$ 108,934.00	\$ 94,339.00	\$ 116,924.33	\$ -	\$ -	\$ -	\$ 7,843.00	\$ 5,860.00	\$ 6,079.00	\$ 15,993.00	\$ 11,949.00	\$ 12,668.00	\$ 123,664.00	\$ 91,125.00	\$ 75,592.00
2 24	Greenwood									1.2%	1.1%	1.1%	1.1%	0.16%	0.15%	0.13%	0.15%	\$ 138,789.00	\$ 130,557.00	\$ 135,951.00	\$ 135,099.00	\$ -	\$ -	\$ -	\$ 12,146.00	\$ 9,718.00	\$ 16,910.00	\$ 31,247.00	\$ 24,382.00	\$ 23,754.00	\$ 95,396.00	\$ 96,457.00	\$ 95,287.00
2 30	Laurens									1.1%	1.0%	1.0%	1.1%	0.16%	0.13%	0.12%	0.14%	\$ 134,257.00	\$ 117,028.00	\$ 125,864.00	\$ 125,716.33	\$ 388.00	\$ -	\$ 921.00	\$ 15,055.00	\$ 6,326.00	\$ 7,019.00	\$ 15,285.00	\$ 10,720.00	\$ 16,372.00	\$ 103,531.00	\$ 99,982.00	\$ 101,552.00
2 33	McCormick									0.1%	0.2%	0.4%	0.2%	0.01%	0.03%	0.04%	0.03%	\$ 7,763.00	\$ 26,941.00	\$ 45,481.00	\$ 26,728.33	\$ -	\$ -	\$ -	\$ 128.00	\$ 4,107.00	\$ 3,788.00	\$ 1,868.00	\$ 1,799.00	\$ 6,296.00	\$ 5,767.00	\$ 21,035.00	\$ 35,397.00
2 36	Newberry									0.9%	0.9%	1.2%	1.0%	0.12%	0.11%	0.14%	0.12%	\$ 101,410.00	\$ 100,875.00	\$ 146,652.00	\$ 116,312.33	\$ 2,709.00	\$ 3,000.00	\$ 6,710.00	\$ 6,006.00	\$ 7,798.00	\$ 9,940.00	\$ 12,848.00	\$ 12,709.00	\$ 19,394.00	\$ 79,847.00	\$ 77,368.00	\$ 110,608.00
2 41	Saluda									0.8%	0.5%	0.3%	0.5%	0.11%	0.07%	0.04%	0.07%	\$ 90,478.00	\$ 61,343.00	\$ 37,884.00	\$ 63,235.00	\$ -	\$ -	\$ -	\$ 4,821.00	\$ 5,707.00	\$ 3,292.00	\$ 7,912.00	\$ 7,099.00	\$ 2,972.00	\$ 77,745.00	\$ 48,537.00	\$ 31,620.00
2	District 2 Totals	2802	2202	3051	2685	4.62%	4.51%	5.38%	4.84%	6.5%	5.9%	5.9%	6.1%	0.90%	0.76%	0.70%	0.79%	\$ 759,531.00	\$ 678,734.00	\$ 736,513.00	\$ 724,926.00	\$ 3,097.00	\$ 3,000.00	\$ 7,631.00	\$ 50,409.00	\$ 41,916.00	\$ 50,100.00	\$ 115,391.00	\$ 91,993.00	\$ 125,625.00	\$ 590,534.00	\$ 541,825.00	\$ 553,157.00
3	District 3																																
3 4	Anderson									3.5%	4.1%	4.4%	4.0%	0.48%	0.53%	0.53%	0.52%	\$ 408,055.00	\$ 473,864.00	\$ 558,911.00	\$ 480,276.67	\$ 21,741.00	\$ 16,097.00	\$ 22,814.00	\$ 35,267.00	\$ 37,306.00	\$ 42,792.00	\$ 87,262.00	\$ 87,676.00	\$ 106,209.00	\$ 263,785.00	\$ 332,785.00	\$ 387,096.00
3 23	Greenville									4.1%	4.2%	4.3%	4.2%	0.57%	0.54%	0.51%	0.54%	\$ 486,297.00	\$ 481,468.00	\$ 538,628.00	\$ 502,131.00	\$ 23,595.00	\$ 24,608.00	\$ 39,568.00	\$ 33,348.00	\$ 28,454.00	\$ 37,467.00	\$ 61,776.00	\$ 62,365.00	\$ 91,826.00	\$ 367,578.00	\$ 366,041.00	\$ 369,767.00
3 37	Oconee									1.8%	1.1%	1.2%	1.4%	0.25%	0.14%	0.14%	0.18%	\$ 214,082.00	\$ 123,048.00	\$ 145,829.00	\$ 160,986.33	\$ 353.00	\$ 47.00	\$ 45.00	\$ 10,508.00	\$ 9,163.00	\$ 8,904.00	\$ 39,319.00	\$ 18,796.00	\$ 32,349.00	\$ 163,902.00	\$ 95,042.00	\$ 104,531.00
3 39	Pickens									1.3%	1.3%	1.0%	1.2%	0.18%	0.17%	0.12%	0.16%	\$ 152,975.00	\$ 150,517.00	\$ 123,098.00	\$ 142,196.67	\$ -	\$ -	\$ -	\$ 11,948.00	\$ 14,478.00	\$ 10,710.00	\$ 30,683.00	\$ 32,445.00	\$ 29,880.00	\$ 110,344.00	\$ 103,554.00	\$ 82,508.00
3 42	Spartanburg									5.3%	5.6%	7.2%	6.0%	0.74%	0.73%	0.67%	0.78%	\$ 622,956.00	\$ 643,435.00	\$ 907,051.00	\$ 724,480.67	\$ 132,723.00	\$ 169,056.00	\$ 226,385.00	\$ 37,355.00	\$ 39,447.00	\$ 60,249.00	\$ 112,987.00	\$ 92,465.00	\$ 166,980.00	\$ 339,891.00	\$ 342,467.00	\$ 453,437.00
3	District 3 Totals	11923	8781	11869	10858	19.64%	17.99%	20.93%	19.52%	16.1%	16.3%	18.1%	16.8%	2.23%	2.11%	2.17%	2.17%	\$ 1,884,365.00	\$ 1,872,332.00	\$ 2,273,517.00	\$ 2,010,971.33	\$ 178,412.00	\$ 209,808.00	\$ 288,812.00	\$ 128,426.00	\$ 128,848.00	\$ 160,122.00	\$ 332,027.00	\$ 293,747.00	\$ 427,244.00	\$ 1,245,500.00	\$ 1,239,825.00	\$ 1,397,339.00
4	District 4																																
4 11	Cherokee									0.5%	0.7%	1.0%	0.7%	0.07%	0.09%	0.12%	0.09%	\$ 62,015.00	\$ 78,461.00	\$ 128,638.00	\$ 89,704.67	\$ 656.00	\$ 1,354.00	\$ 2,099.00	\$ 1,686.00	\$ 5,444.00	\$ 5,867.00	\$ 9,679.00	\$ 10,971.00	\$ 20,214.00	\$ 49,994.00	\$ 60,692.00	\$ 100,458.00
4 12	Chester									1.0%	1.0%	0.7%	0.9%	0.14%	0.13%	0.09%	0.12%	\$ 116,641.00	\$ 119,246.00	\$ 92,493.00	\$ 109,460.00	\$ 1,497.00	\$ 919.00	\$ 1,207.00	\$ 9,659.00	\$ 10,362.00	\$ 5,170.00	\$ 16,333.00	\$ 19,173.00	\$ 14,018.00	\$ 89,152.00	\$ 88,792.00	\$ 72,098.00
4 13	Chesterfield									1.1%	1.3%	1.1%	1.1%	0.15%	0.17%	0.13%	0.15%	\$ 126,116.00	\$ 146,975.00	\$ 135,758.00	\$ 136,283.00	\$ -	\$ -	\$ -	\$ 9,436.00	\$ 9,285.00	\$ 6,104.00	\$ 21,241.00	\$ 25,996.00	\$ 27,265.00	\$ 95,439.00	\$ 111,694.00	\$ 102,389.00
4 20	Fairfield									1.5%	1.2%	1.1%	1.2%	0.20%	0.16%	0.13%	0.16%	\$ 171,025.00	\$ 138,177.00	\$ 134,712.00	\$ 147,971.33	\$ 3,745.00	\$ 4,103.00	\$ 1,980.00	\$ 18,475.00	\$ 12,636.00	\$ 12,725.00	\$ 22,130.00	\$ 20,526.00	\$ 27,260.00	\$ 126,675.00	\$ 100,912.00	\$ 92,747.00
4 29	Lancaster									1.8%	2.0%	2.4%	2.1%	0.25%	0.27%	0.29%	0.27%	\$ 213,692.00	\$ 235,291.00	\$ 304,365.00	\$ 251,116.00	\$ -	\$ -	\$ -	\$ 13,850.00	\$ 15,220.00	\$ 21,067.00	\$ 28,941.00	\$ 34,122.00	\$ 53,273.00	\$ 170,901.00	\$ 185,949.00	\$ 230,025.00
4 44	Union									0.6%	0.4%	0.3%	0.5%	0.09%	0.05%	0.04%	0.06%	\$ 72,709.00	\$ 44,544.00	\$ 43,661.00	\$ 53,638.00	\$ -	\$ -	\$ -	\$ 5,338.00	\$ 4,428.00	\$ 3,106.00	\$ 17,551.00	\$ 9,146.00	\$ 10,668.00	\$ 49,820.00	\$ 30,970.00	\$ 29,887.00
4 46	York									3.2%	4.1%	4.5%	3.9%	0.44%	0.54%	0.54%	0.50%	\$ 374,620.00	\$ 476,964.00	\$ 560,136.00	\$ 470,573.33	\$ 5,168.00	\$ 4,627.00	\$ 12,994.00	\$ 14,090.00	\$ 17,607.00	\$ 20,318.00	\$ 55,543.00	\$ 64,168.00	\$ 86,697.00	\$ 299,819.00	\$ 390,562.00	\$ 440,127.00
4	District 4 Totals	7262	6814	8076	7384	11.96%	13.96%	14.24%	13.39%	9.7%	10.8%	11.1%	10.5%	1.34%	1.40%	1.34%	1.36%	\$ 1,136,818.00	\$ 1,239,658.00	\$ 1,399,763.00	\$ 1,258,746.33	\$ 11,066.00	\$ 11,003.00	\$ 18,280.00	\$ 72,534.00	\$ 74,982.00	\$ 74,357.00	\$ 171,418.00	\$ 184,102.00	\$ 239,395.00	\$ 881,800.00	\$ 969,571.00	\$ 1,067,731.00
5	District 5																																
5 16	Darlington									2.5%	1.6%	2.1%	2.1%	0.35%	0.20%	0.25%	0.27%	\$ 297,014.00	\$ 178,901.00	\$ 263,524.00	\$ 246,479.67	\$ 4,944.00	\$ 2,209.00	\$ 883.00	\$ 23,814.00	\$ 12,478.00	\$ 16,425.00	\$ 23,165.00	\$ 11,797.00	\$ 23,285.00	\$ 245,091.00	\$ 152,417.00	\$ 222,931.00
5 17	Dillon																																



		Road Miles	Lane Miles	VMТ (Yearly)	AADT	2000		Current Slots	Future vs. WR\$	Difference	% of County labor to total state labor cost			
		Total	Total	Total	Total	Population	Land Area				2005	2006	2007	AVG
6	District 6													
6 7	Beaufort	537.70	1,228.18	3,339,177.82	6,210.11	120,937	587.03	45	45	0	0.20%	0.17%	0.14%	0.17%
6 8	Berkeley	1,010.57	2,175.84	4,251,784.10	4,207.31	142,651	1099.55	79	86	7	0.44%	0.59%	0.70%	0.58%
6 10	Charleston	1,155.51	2,773.37	9,586,332.33	8,296.19	309,969	917.42	117	107	-10	0.68%	0.60%	0.58%	0.62%
6 15	Colleton	1,043.99	2,185.84	2,405,821.51	2,304.45	38,264	1056.48	78	80	2	0.34%	0.28%	0.32%	0.31%
6 18	Dorchester	684.70	1,483.98	3,078,919.32	4,496.74	96,413	574.79	54	56	2	0.40%	0.29%	0.20%	0.30%
6 27	Jasper	520.55	1,153.36	2,569,684.28	4,936.48	20,678	654.33	44	42	-2	0.16%	0.17%	0.13%	0.16%
6	District 6 Totals	4,953.02	11,000.57	25,231,719.36	30,451.29		4889.6	417	417	0	2.22%	2.10%	2.07%	2.13%



		Weight Factor																									
		Road Miles				Lane Miles				VMT (Yearly)				AADT				1990	2000	Land Area	Population Density	Bridges		Current Slots	Calculated Slots	Difference	
		Interstate	Primary	Secondary	Total	Interstate	Primary	Secondary	Total	Interstate	Primary	Secondary	Total	Interstate	Primary	Secondary	Total	Population	Population	(sq. miles)		Number	Lane Miles				
1	0	District 1																									
1	2	Aiken	37.17	308.32	1,161.19	1,506.68	148.68	796.72	2,363.76	3,309.16	1,119,689.00	2,243,644.00	1,165,120.72	4,528,453.72	30,123.46	7,277.00	1,003.39	3,005.58	120,991	142,552	1073.08	132.8	169	11.21	117	118	1
1	28	Kershaw	21.26	173.42	828.28	1,022.96	85.04	380.96	1,662.30	2,128.30	730,889.00	790,566.88	578,437.02	2,099,892.90	34,378.60	4,558.68	698.36	2,052.76	43,599	52,647	726.3	72.5	173	11.518	87	67	-20
1	31	Lee	20.33	118.44	468.27	607.04	81.32	242.27	936.54	1,260.13	522,731.00	313,769.75	169,528.44	1,006,029.19	25,712.30	2,649.19	362.03	1,657.27	18,437	20,119	410.33	49.0	94	4.489	55	36	-19
1	32	Lexington	51.94	240.42	1,213.10	1,505.46	246.66	632.40	2,452.64	3,331.70	2,945,893.00	2,485,797.26	2,236,973.57	7,668,663.83	56,717.23	10,339.39	1,844.01	5,093.90	167,526	216,014	700.82	308.2	215	28.481	130	125	-5
1	40	Richland	62.83	284.02	1,271.20	1,618.05	327.39	824.80	2,620.38	3,772.57	4,058,497.00	3,508,322.24	2,121,924.94	9,688,744.18	64,594.89	12,352.38	1,669.23	5,987.91	286,321	320,677	756.54	423.9	330	40.344	146	161	15
1	43	Sumter	12.86	228.23	804.86	1,045.95	51.44	604.60	1,626.30	2,282.34	341,059.00	1,528,085.50	748,318.45	2,617,462.95	26,520.92	6,695.38	929.75	2,502.47	101,276	104,646	665.46	157.3	166	11.373	85	81	-4
1		District 1 Totals	206.39	1,352.85	5,746.90	7,306.14	940.53	3,481.75	11,661.92	16,084.20	9,718,758.00	10,870,185.63	7,020,303.14	27,609,246.77	238,047.40	43,872.02	6,506.77	20,299.90		856,655	4,333	1,144	1,147	107	620	588	-32
2		District 2																									
2	1	Abbeville	0.00	184.28	471.48	655.76	0.00	385.84	943.12	1,328.96	0.00	415,865.54	168,369.91	584,235.45	0.00	2,256.70	357.11	890.93	23,862	26,167	508.05	51.5	147	6.966	48	42	-6
2	19	Edgefield	0.00	136.35	468.79	605.14	0.00	286.20	937.92	1,224.12	0.00	393,950.74	185,029.41	578,980.15	0.00	2,889.26	394.70	956.77	18,360	24,595	501.91	49.0	109	3.91	45	40	-5
2	24	Greenwood	0.00	207.36	530.92	738.28	0.00	496.18	1,071.28	1,567.46	0	1,034,597.79	480,096.11	1,514,693.90	0.00	4,989.38	904.27	2,051.65	59,567	66,271	455.53	145.5	133	6.479	56	54	-2
2	30	Laurens	38.20	255.36	758.68	1,052.24	152.80	574.66	1,520.82	2,248.28	929,909.00	974,440.70	428,749.84	2,333,099.54	24,343.17	3,815.95	565.13	2,217.27	58,132	69,567	713.16	97.5	233	12.786	72	72	0
2	33	McCormick	0.00	101.23	352.51	453.74	0.00	205.72	705.36	911.08	0.00	211,080.25	71,555.77	282,636.02	0.00	2,085.16	202.99	622.90	8,868	9,958	359.59	27.7	61	4.008	33	27	-6
2	36	Newberry	27.76	178.39	648.57	854.72	111.04	386.06	1,299.35	1,796.45	974,439.00	624,026.00	304,165.25	1,902,630.25	35,102.27	3,498.10	468.98	2,226.03	33,172	36,108	630.81	57.2	191	10.313	61	55	-6
2	41	Saluda	0.00	160.51	484.25	644.76	0.00	322.70	969.18	1,291.88	0.00	433,919.11	137,443.52	571,362.63	0.00	2,703.38	283.83	886.16	16,441	19,181	451.37	42.5	122	4.522	51	37	-14
2		District 2 Totals	65.96	1,223.48	3,715.20	5,004.64	263.84	2,657.36	7,447.03	10,368.23	1,904,348.00	4,087,880.13	1,775,409.81	7,767,637.94	59,445.44	22,237.93	3,177.00	9,851.71		251,847	3,620	471	996	49	366	327	-39
3		District 3																									
3	4	Anderson	36.57	351.85	874.88	1,263.30	188.98	834.92	1,777.64	2,801.54	1,860,303.00	2,163,177.50	1,178,017.66	5,201,498.16	50,869.65	6,148.01	1,346.49	4,117.39	145,177	165,740	718.04	230.8	322	18.61	95	106	11
3	23	Greenville	51.23	350.00	1,073.86	1,475.09	243.00	1,070.14	2,262.44	3,575.58	2,735,843.00	3,936,017.25	3,336,712.94	10,008,573.19	53,403.14	11,245.76	3,107.21	6,785.06	320,127	379,616	792.09	479.3	464	35.914	94	176	82
3	37	Oconee	4.03	220.18	605.46	829.67	16.12	501.00	1,221.64	1,738.76	161,516.00	1,092,081.50	557,212.02	1,810,809.52	40,078.41	4,959.95	920.31	2,182.57	57,494	66,215	625.1	105.9	190	11.103	64	62	-2
3	39	Pickens	0.00	227.80	486.75	714.55	0.00	558.14	976.83	1,534.97	0.00	1,603,714.00	659,885.27	2,263,599.27	0.00	7,040.01	1,355.70	3,167.87	93,986	110,757	496.92	222.9	213	9.465	62	67	5
3	42	Spartanburg	75.53	385.96	909.06	1,370.55	351.16	1,072.65	1,845.20	3,269.01	3,219,687.00	3,366,731.02	1,523,218.94	8,109,636.96	42,627.92	8,723.01	1,675.60	5,917.07	226,793	253,791	810.99	312.9	449	32.947	120	139	19
3		District 3 Totals	167.36	1,535.79	3,950.01	5,653.16	799.26	4,036.85	8,083.75	12,919.86	7,977,349.00	12,161,721.27	7,255,046.82	27,394,117.09	186,979.12	38,116.74	8,405.31	22,169.95		976,119	3,443	1,352	1,638	108.039	435	550	115
4		District 4																									
4	11	Cherokee	22.80	158.87	560.45	742.12	91.20	336.24	1,124.60	1,552.04	1,111,405.00	615,160.19	417,353.24	2,143,918.43	48,745.83	3,872.10	744.68	2,888.91	44,506	52,537	392.71	133.8	183	10.285	49	48	-1
4	12	Chester	18.82	197.13	595.84	811.79	75.28	440.36	1,192.58	1,708.22	666,050.00	690,354.00	211,226.94	1,567,630.94	35,390.54	3,502.02	354.50	1,931.08	32,170	34,068	580.56	58.7	185	10.765	81	51	-30
4	13	Chesterfield	0.00	229.57	792.87	1,022.44	0.00	559.58	1,588.42	2,148.00	0.00	854,780.95	367,408.73	1,222,189.68	0.00	3,723.40	463.39	1,195.37	38,575	42,768	798.78	53.5	199	7.406	71	67	-4
4	20	Fairfield	21.46	168.05	523.40	712.91	86.84	366.40	1,048.14	1,501.38	765,766.00	372,570.50	176,092.89	1,314,429.39	35,683.41	2,217.02	336.44	1,843.75	22,295	23,454	686.56	34.2	129	7.343	49	50	1
4	29	Lancaster	0.00	187.32	711.23	898.55	0.00	458.38	1,428.08	1,886.46	0.00	1,173,816.84	603,794.49	1,777,611.33	0.00	6,266.37	848.94	1,978.31	54,516	6							



Weight Factor		Road Miles								Lane Miles								VMT (Yearly)								AADT				1990	2000	Land Area	Bridges			Current Slots	Calculated Slots	Difference
		Interstate	Primary	Secondary	Total	Interstate	Primary	Secondary	Total	Interstate	Primary	Secondary	Total	Interstate	Primary	Secondary	Total	Interstate	Primary	Secondary	Total	Population	Population															
6	District 6																																					
6 7	Beaufort	0.00	137.02	400.68	537.70	0.00	419.08	809.10	1,228.18	0.00	2,696,837.20	642,340.62	3,339,177.82	0.00	19,682.07	1,603.13	6,210.11	86,425	120,937	587.03	206.0	58	22.181	45	55	10												
6 8	Berkeley	22.99	238.40	749.18	1,010.57	103.30	550.32	1,522.22	2,175.84	1,092,950.00	1,697,976.50	1,460,857.60	4,251,784.10	47,540.23	7,122.38	1,949.94	4,207.31	128,658	142,651	1099.55	129.7	176	27.780	79	86	7												
6 10	Charleston	31.92	249.23	874.36	1,155.51	161.58	810.42	1,801.37	2,773.37	2,500,728.00	4,709,411.50	2,376,192.83	9,586,332.33	78,343.61	18,895.85	2,717.64	8,296.19	295,159	309,969	917.42	337.9	263	110.971	117	120	3												
6 15	Colleton	28.30	249.42	766.27	1,043.99	113.20	538.50	1,534.14	2,185.84	1,142,328.00	925,139.75	338,353.76	2,405,821.51	40,364.95	3,709.16	441.56	2,304.45	34,377	38,264	1,056	36.2	230	9.648	78	65	-13												
6 18	Dorchester	32.61	149.50	502.59	684.70	130.44	334.92	1,018.62	1,483.98	1,152,460.00	1,195,483.00	730,976.32	3,078,919.32	35,340.69	7,996.54	1,454.42	4,496.74	83,060	96,413	574.79	167.7	195	9.113	54	53	-1												
6 27	Jasper	33.90	176.57	310.08	520.55	135.60	396.54	621.22	1,153.36	1,577,277.00	816,960.91	175,446.37	2,569,684.28	46,527.35	4,626.84	565.81	4,936.48	15,487	20,678	654.33	31.6	127	8.992	44	37	-7												
6 55	Specialized Bridge															0.00								0		0	0											
6	District 6 Totals	149.72	1,200.14	3,603.16	4,953.02	644.12	3,049.78	7,306.67	11,000.57	7,465,743.00	12,041,808.86	5,724,167.50	25,231,719.36	248,116.83	62,032.84	8,732.49	30,451.29		728,912	4,890	909.2	1,049	188.685	417	416	-1												
1,498,557.89																																						



Weight Factor		Road Miles				Lane Miles				VMT (Yearly)				AADT				1990			2000			Land Area (sq. miles)	Bridges		Current Slots	Calculated Slots	Difference
		Interstate	Primary	Secondary	Total	Interstate	Primary	Secondary	Total	Interstate	Primary	Secondary	Total	Interstate	Primary	Secondary	Total	Population	Population	Population Density	Number	Lane Miles							
1	0																												
1	2	District 1																											
1	2	Aiken	37.17	308.32	1,161.19	1,506.68	148.68	796.72	2,363.76	3,309.16	1,119,689.00	2,243,644.00	1,165,120.72	4,528,453.72	30,123.46	7,277.00	1,003.39	3,005.58	120,991	142,552	1073.08		132.8	169	11.21	117	118	1	
1	28	Kershaw	21.26	173.42	828.28	1,022.96	85.04	380.96	1,662.30	2,128.30	730,889.00	790,566.88	578,437.02	2,099,892.90	34,378.60	4,558.68	698.36	2,052.76	43,599	52,647	726.3		72.5	173	11.518	87	64	-23	
1	31	Lee	20.33	118.44	468.27	607.04	81.32	242.27	936.54	1,260.13	522,731.00	313,769.75	169,528.44	1,006,029.19	25,712.30	2,649.19	362.03	1,657.27	18,437	20,119	410.33		49.0	94	4.489	55	35	-20	
1	32	Lexington	51.94	240.42	1,213.10	1,505.46	246.66	632.40	2,452.64	3,331.70	2,945,893.00	2,485,797.26	2,236,973.57	7,668,663.83	56,717.23	10,339.39	1,844.01	5,093.90	167,526	216,014	700.82		308.2	215	28.481	130	148	18	
1	40	Richland	62.83	284.02	1,271.20	1,618.05	327.39	824.80	2,620.38	3,772.57	4,058,497.00	3,508,322.24	2,121,924.94	9,688,744.18	64,594.89	12,352.38	1,669.23	5,987.91	286,321	320,677	756.54		423.9	330	40.344	146	187	41	
1	43	Sumter	12.86	228.23	804.86	1,045.95	51.44	604.60	1,626.30	2,282.34	341,059.00	1,528,085.50	748,318.45	2,617,462.95	26,520.92	6,695.38	929.75	2,502.47	101,276	104,646	665.46		157.3	166	11.373	85	79	-6	
1	3	District 1 Totals	206.39	1,352.85	5,746.90	7,306.14	940.53	3,481.75	11,661.92	16,084.20	9,718,758.00	10,870,185.63	7,020,303.14	27,609,246.77	238,047.40	43,872.02	6,506.77	20,299.90		856,655	4,333		1,144	1,147	107	620	631	11	
2	1	District 2																											
2	1	Abbeville	0.00	184.28	471.48	655.76	0.00	385.84	943.12	1,328.96	0.00	415,865.54	168,369.91	584,235.45	0.00	2,256.70	357.11	890.93	23,862	26,167	508.05		51.5	147	6.966	48	35	-13	
2	19	Edgefield	0.00	136.35	468.79	605.14	0.00	286.20	937.92	1,224.12	0.00	393,950.74	185,029.41	578,980.15	0.00	2,889.26	394.70	956.77	18,360	24,595	501.91		49.0	109	3.91	45	33	-12	
2	24	Greenwood	0.00	207.36	530.92	738.28	0.00	496.18	1,071.28	1,567.46	0	1,034,597.79	480,096.11	1,514,693.90	0.00	4,989.38	904.27	2,051.65	59,567	66,271	455.53		145.5	133	6.479	56	52	-4	
2	30	Laurens	38.20	255.36	758.68	1,052.24	152.80	574.66	1,520.82	2,248.28	929,909.00	974,440.70	428,749.84	2,333,099.54	24,343.17	3,815.95	565.13	2,217.27	58,132	69,567	713.16		97.5	233	12.786	72	71	-1	
2	33	McCormick	0.00	101.23	352.51	453.74	0.00	205.72	705.36	911.08	0.00	211,080.25	71,555.77	282,636.02	0.00	2,085.16	202.99	622.90	8,868	9,958	359.59		27.7	61	4.008	33	22	-11	
2	36	Newberry	27.76	178.39	648.57	854.72	111.04	386.06	1,299.35	1,796.45	974,439.00	624,026.00	304,165.25	1,902,630.25	35,102.27	3,498.10	468.98	2,226.03	33,172	36,108	630.81		57.2	191	10.313	61	54	-7	
2	41	Saluda	0.00	160.51	484.25	644.76	0.00	322.70	969.18	1,291.88	0.00	433,919.11	137,443.52	571,362.63	0.00	2,703.38	283.83	886.16	16,441	19,181	451.37		42.5	122	4.522	51	33	-18	
2	3	District 2 Totals	65.96	1,223.48	3,715.20	5,004.64	263.84	2,657.36	7,447.03	10,368.23	1,904,348.00	4,087,880.13	1,775,409.81	7,767,637.94	59,445.44	22,237.93	3,177.00	9,851.71		251,847	3,620		471	996	49	366	300	-66	
3	1	District 3																											
3	4	Anderson	36.57	351.85	874.88	1,263.30	188.98	834.92	1,777.64	2,801.54	1,860,303.00	2,163,177.50	1,178,017.66	5,201,498.16	50,869.65	6,148.01	1,346.49	4,117.39	145,177	165,740	718.04		230.8	322	18.61	95	115	20	
3	23	Greenville	51.23	350.00	1,073.86	1,475.09	243.00	1,070.14	2,262.44	3,575.58	2,735,843.00	3,936,017.25	3,336,712.94	10,008,573.19	53,403.14	11,245.76	3,107.21	6,785.06	320,127	379,616	792.09		479.3	464	35.914	94	196	102	
3	37	Oconee	4.03	220.18	605.46	829.67	16.12	501.00	1,221.64	1,738.76	161,516.00	1,092,081.50	557,212.02	1,810,809.52	40,078.41	4,959.95	920.31	2,182.57	57,494	66,215	625.1		105.9	190	11.103	64	58	-6	
3	39	Pickens	0.00	227.80	486.75	714.55	0.00	558.14	976.83	1,534.97	0.00	1,603,714.00	659,885.27	2,263,599.27	0.00	7,040.01	1,355.70	3,167.87	93,986	110,757	496.92		222.9	213	9.465	62	64	2	
3	42	Spartanburg	75.53	385.96	909.06	1,370.55	351.16	1,072.65	1,845.20	3,269.01	3,219,687.00	3,366,731.02	1,523,218.94	8,109,636.96	42,627.92	8,723.01	1,675.60	5,917.07	226,793	253,791	810.99		312.9	449	32.947	120	157	37	
3	3	District 3 Totals	167.36	1,535.79	3,950.01	5,653.16	799.26	4,036.85	8,083.75	12,919.86	7,977,349.00	12,161,721.27	7,255,046.82	27,394,117.09	186,979.12	38,116.74	8,405.31	22,169.95		976,119	3,443		1,352	1,638	108.039	435	590	155	
4	1	District 4																											
4	11	Cherokee	22.80	158.87	560.45	742.12	91.20	336.24	1,124.60	1,552.04	1,111,405.00	615,160.19	417,353.24	2,143,918.43	48,745.83	3,872.10	744.68	2,888.91	44,506	52,537	392.71		133.8	183	10.285	49	52	3	
4	12	Chester	18.82	197.13	595.84	811.79	75.28	440.36	1,192.58	1,708.22	666,050.00	690,354.00	211,226.94	1,567,630.94	35,390.54	3,502.02	354.50	1,931.08	32,170	34,068	580.56		58.7	185	10.765	81	49	-32	
4	13	Chesterfield	0.00	229.57	792.87	1,022.44	0.00	559.58	1,588.42	2,148.00	0.00	854,780.95	367,408.73	1,222,189.68	0.00	3,723.40	463.39	1,195.37	38,575	42,768	798.78		53.5	199	7.406	71	58	-13	
4	20	Fairfield	21.46	168.05	523.40	712.91	86.84	366.40	1,048.14	1,501.38	765,766.00	372,570.50	176,092.89	1,314,429.39	35,683.41	2,217.02	336.44	1,843.75	22,295	23,454	686.56		34.2	129	7.343	49	43	-6	
4	29	Lancaster	0.00	187.32	711.23	898.55	0.00	458.38	1,428.08	1,886.46	0.00	1,173,816.84	603,794.49	1,777,611.33	0.00	6,266.37	848.94	1,978.31	54,516	61,351	549.02		111.7	179	10.029	60	59	-1	
4	44	Union	0.00	149.39	468.70	618.09	0.00	342.46	937.74	1,280.20	0.00	494,517.15	207,087.85	701,605.00	0.00	3,310.24	441.83	1,135.12	30,337	29,881	514.22		58.1	121	6.2	51	36	-15	
4	46	York	21.34	304.27	992.86	1,318.47	144.48	713.36	1,997.94	2,855.78	1,499,061.00	2,383,126.25	1,361,698.22	5,243,885.47	70,246.53	7,832.27	1,371.49	3,977.25	131,497	164,614	682.55		241.2	264	16.248	97	116	19	
4	4	District 4 Totals	84.42	1,394.60	4,645.35	6,124.37	397.80	3,216.78	9,317.50	12,932.08	4,042,282.00	6,584,325.88	3,344,662.36	13,971,270.24	190,066.32	30,723.43	4,561.28	14,949.79		408,673	4,204		691	1,260	68.276	458	413	-45	
5	1	District 5																											
5	16	Darlington	14.58	154.37	847.85	1,016.80	61.34	381.64	1,699.62	2,142.60	411,495.00	944,966.00	663,155.89	2,019,616.89	28,223.25	6,121.44	782.16	1,986.25	61,851	67,394	562.06		119.9	165	8.19	68	66	-2	
5	17	Dillon	23.77	121.28	534.29	679.34	95.08.0																						



Weight Factor		Road Miles				Lane Miles				VMT (Yearly)				AADT				1990	2000	Land Area	Bridges			Current Slots	Calculated Slots	Difference
		Interstate	Primary	Secondary	Total	Interstate	Primary	Secondary	Total	Interstate	Primary	Secondary	Total	Interstate	Primary	Secondary	Total	Population	Population		Population Density	Number	Lane Miles			
6	District 6																									
6	7 Beaufort	0.00	137.02	400.68	537.70	0.00	419.08	809.10	1,228.18	0.00	2,696,837.20	642,340.62	3,339,177.82	0.00	19,682.07	1,603.13	6,210.11	86,425	120,937	587.03	206.0	58	22.181	45	54	9
6	8 Berkeley	22.99	238.40	749.18	1,010.57	103.30	550.32	1,522.22	2,175.84	1,092,950.00	1,697,976.50	1,460,857.60	4,251,784.10	47,540.23	7,122.38	1,949.94	4,207.31	128,658	142,651	1099.55	129.7	176	27.780	79	80	1
6	10 Charleston	31.92	249.23	874.36	1,155.51	161.58	810.42	1,801.37	2,773.37	2,500,728.00	4,709,411.50	2,376,192.83	9,586,332.33	78,343.61	18,895.85	2,717.64	8,296.19	295,159	309,969	917.42	337.9	263	110.971	117	132	15
6	15 Colleton	28.30	249.42	766.27	1,043.99	113.20	538.50	1,534.14	2,185.84	1,142,328.00	925,139.75	338,353.76	2,405,821.51	40,364.95	3,709.16	441.56	2,304.45	34,377	38,264	1,056	36.2	230	9.648	78	60	-18
6	18 Dorchester	32.61	149.50	502.59	684.70	130.44	334.92	1,018.62	1,483.98	1,152,460.00	1,195,483.00	730,976.32	3,078,919.32	35,340.69	7,996.54	1,454.42	4,496.74	83,060	96,413	574.79	167.7	195	9.113	54	54	0
6	27 Jasper	33.90	176.57	310.08	520.55	135.60	396.54	621.22	1,153.36	1,577,277.00	816,960.91	175,446.37	2,569,684.28	46,527.35	4,626.84	565.81	4,936.48	15,487	20,678	654.33	31.6	127	8.992	44	37	-7
6	55 Specialized Bridge															0.00							0	0	0	0
6	District 6 Totals	149.72	1,200.14	3,603.16	4,953.02	644.12	3,049.78	7,306.67	11,000.57	7,465,743.00	12,041,808.86	5,724,167.50	25,231,719.36	248,116.83	62,032.84	8,732.49	30,451.29		728,912	4,890	909.2	1,049	188.685	417	417	0



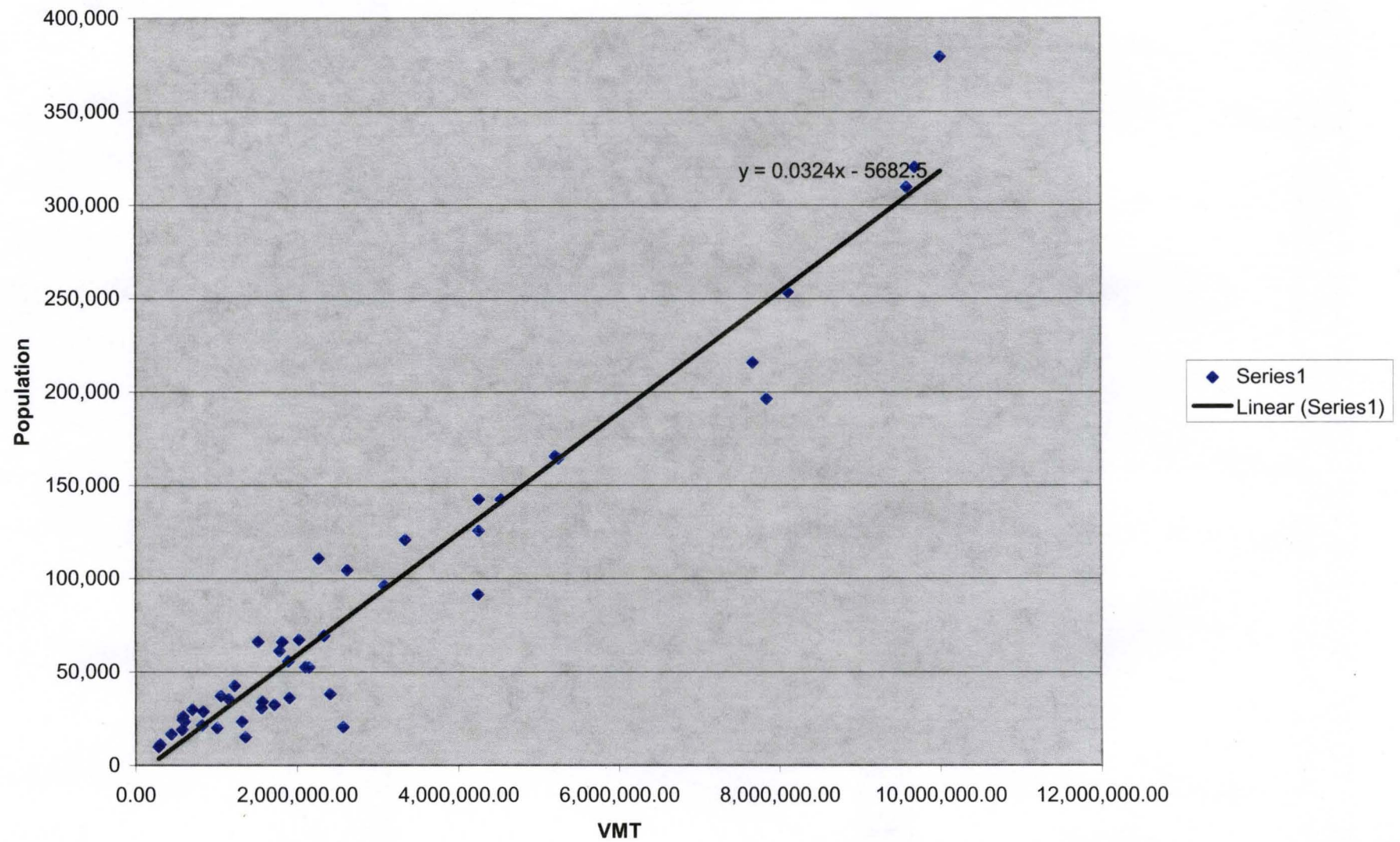
		Weight Factor																										
		Road Miles				Lane Miles				VMT (Yearly)							AADT			1990	2000	Land Area	Bridges		Current Slots	Calculated Slots	Difference	
		Interstate	Primary	Secondary	Total	Interstate	Primary	Secondary	Total	Interstate	Primary	Secondary	Total	Interstate	Primary	Secondary	Total	Population	Population	Land Area	Population Density	Number	Lane Miles					
1	0	District 1																										
1	2	Aiken	37.17	308.32	1,161.19	1,506.68	148.68	796.72	2,363.76	3,309.16	1,119,689.00	2,243,644.00	1,165,120.72	4,528,453.72	30,123.46	7,277.00	1,003.39	3,005.58	120,991	142,552	1073.08	132.8	169	11.21	117	117	0	
1	28	Kershaw	21.26	173.42	828.28	1,022.96	85.04	380.96	1,662.30	2,128.30	730,889.00	790,566.88	578,437.02	2,099,892.90	34,378.60	4,558.68	698.36	2,052.76	43,599	52,647	726.3	72.5	173	11.518	87	60	-27	
1	31	Lee	20.33	118.44	468.27	607.04	81.32	242.27	936.54	1,260.13	522,731.00	313,769.75	169,528.44	1,006,029.19	25,712.30	2,649.19	362.03	1,657.27	18,437	20,119	410.33	49.0	94	4.489	55	31	-24	
1	32	Lexington	51.94	240.42	1,213.10	1,505.46	246.66	632.40	2,452.64	3,331.70	2,945,893.00	2,485,797.26	2,236,973.57	7,668,663.83	56,717.23	10,339.39	1,844.01	5,093.90	167,526	216,014	700.82	308.2	215	28.481	130	155	25	
1	40	Richland	62.83	284.02	1,271.20	1,618.05	327.39	824.80	2,620.38	3,772.57	4,058,497.00	3,508,322.24	2,121,924.94	9,688,744.18	64,594.89	12,352.38	1,669.23	5,987.91	286,321	320,677	756.54	423.9	330	40.344	146	201	55	
1	43	Sumter	12.86	228.23	804.86	1,045.95	51.44	604.60	1,626.30	2,282.34	341,059.00	1,528,085.50	748,318.45	2,617,462.95	26,520.92	6,695.38	929.75	2,502.47	101,276	104,646	665.46	157.3	166	11.373	85	78	-7	
1		District 1 Totals	206.39	1,352.85	5,746.90	7,306.14	940.53	3,481.75	11,661.92	16,084.20	9,718,758.00	10,870,185.63	7,020,303.14	27,609,246.77	238,047.40	43,872.02	6,506.77	20,299.90		856,655	4,333	1,144	1,147	107	620	642	22	
2		District 2																										
2	1	Abbeville	0.00	184.28	471.48	655.76	0.00	385.84	943.12	1,328.96	0.00	415,865.54	168,369.91	584,235.45	0.00	2,256.70	357.11	890.93	23,862	26,167	508.05	51.5	147	6.966	48	31	-17	
2	19	Edgefield	0.00	136.35	468.79	605.14	0.00	286.20	937.92	1,224.12	0.00	393,950.74	185,029.41	578,980.15	0.00	2,889.26	394.70	956.77	18,360	24,595	501.91	49.0	109	3.91	45	29	-16	
2	24	Greenwood	0.00	207.36	530.92	738.28	0.00	496.18	1,071.28	1,567.46	0	1,034,597.79	480,096.11	1,514,693.90	0.00	4,989.38	904.27	2,051.65	59,567	66,271	455.53	145.5	133	6.479	56	50	-6	
2	30	Laurens	38.20	255.36	758.68	1,052.24	152.80	574.66	1,520.82	2,248.28	929,909.00	974,440.70	428,749.84	2,333,099.54	24,343.17	3,815.95	565.13	2,217.27	58,132	69,567	713.16	97.5	233	12.786	72	67	-5	
2	33	McCormick	0.00	101.23	352.51	453.74	0.00	205.72	705.36	911.08	0.00	211,080.25	71,555.77	282,636.02	0.00	2,085.16	202.99	622.90	8,868	9,958	359.59	27.7	61	4.008	33	18	-15	
2	36	Newberry	27.76	178.39	648.57	854.72	111.04	386.06	1,299.35	1,796.45	974,439.00	624,026.00	304,165.25	1,902,630.25	35,102.27	3,498.10	468.98	2,226.03	33,172	36,108	630.81	57.2	191	10.313	61	50	-11	
2	41	Saluda	0.00	160.51	484.25	644.76	0.00	322.70	969.18	1,291.88	0.00	433,919.11	137,443.52	571,362.63	0.00	2,703.38	283.83	886.16	16,441	19,181	451.37	42.5	122	4.522	51	28	-23	
2		District 2 Totals	65.96	1,223.48	3,715.20	5,004.64	263.84	2,657.36	7,447.03	10,368.23	1,904,348.00	4,087,880.13	1,775,409.81	7,767,637.94	59,445.44	22,237.93	3,177.00	9,851.71		251,847	3,620	471	996	49	366	273	-93	
3		District 3																										
3	4	Anderson	36.57	351.85	874.88	1,263.30	188.98	834.92	1,777.64	2,801.54	1,860,303.00	2,163,177.50	1,178,017.66	5,201,498.16	50,869.65	6,148.01	1,346.49	4,117.39	145,177	165,740	718.04	230.8	322	18.61	95	118	23	
3	23	Greenville	51.23	350.00	1,073.86	1,475.09	243.00	1,070.14	2,262.44	3,575.58	2,735,843.00	3,936,017.25	3,336,712.94	10,008,573.19	53,403.14	11,245.76	3,107.21	6,785.06	320,127	379,616	792.09	479.3	464	35.914	94	216	122	
3	37	Oconee	4.03	220.18	605.46	829.67	16.12	501.00	1,221.64	1,738.76	161,516.00	1,092,081.50	557,212.02	1,810,809.52	40,078.41	4,959.95	920.31	2,182.57	57,494	66,215	625.1	105.9	190	11.103	64	56	-8	
3	39	Pickens	0.00	227.80	486.75	714.55	0.00	558.14	976.83	1,534.97	0.00	1,603,714.00	659,885.27	2,263,599.27	0.00	7,040.01	1,355.70	3,167.87	93,986	110,757	496.92	222.9	213	9.465	62	66	4	
3	42	Spartanburg	75.53	385.96	909.06	1,370.55	351.16	1,072.65	1,845.20	3,269.01	3,219,687.00	3,366,731.02	1,523,218.94	8,109,636.96	42,627.92	8,723.01	1,675.60	5,917.07	226,793	253,791	810.99	312.9	449	32.947	120	168	48	
3		District 3 Totals	167.36	1,535.79	3,950.01	5,653.16	799.26	4,036.85	8,083.75	12,919.86	7,977,349.00	12,161,721.27	7,255,046.82	27,394,117.09	186,979.12	38,116.74	8,405.31	22,169.95		976,119	3,443	1,352	1,638	108.039	435	624	189	
4		District 4																										
4	11	Cherokee	22.80	158.87	560.45	742.12	91.20	336.24	1,124.60	1,552.04	1,111,405.00	615,160.19	417,353.24	2,143,918.43	48,745.83	3,872.10	744.68	2,888.91	44,506	52,537	392.71	133.8	183	10.285	49	50	1	
4	12	Chester	18.82	197.13	595.84	811.79	75.28	440.36	1,192.58	1,708.22	666,050.00	690,354.00	211,226.94	1,567,630.94	35,390.54	3,502.02	354.50	1,931.08	32,170	34,068	580.56	58.7	185	10.765	81	45	-36	
4	13	Chesterfield	0.00	229.57	792.87	1,022.44	0.00	559.58	1,588.42	2,148.00	0.00	854,780.95	367,408.73	1,222,189.68	0.00	3,723.40	463.39	1,195.37	38,575	42,768	798.78	53.5	199	7.406	71	52	-19	
4	20	Fairfield	21.46	168.05	523.40	712.91	86.84	366.40	1,048.14	1,501.38	765,766.00	372,570.50	176,092.89	1,314,429.39	35,683.41	2,217.02	336.44	1,843.75	22,295	23,454	686.56	34.2	129	7.343	49	40	-9	
4	29	Lancaster	0.00	187.32	711.23	898.55	0.00	458.38	1,428.08	1,886.46	0.00	1,173,816.84	603,794.49	1,777,611.33	0.00	6,266.37	848.94	1,978.31	54,516	61,351	549.02	111.7	179	10.029	60	55	-5	
4	44	Union	0.00	149.39	468.70	618.09	0.00	342.46	937.74	1,280.20	0.00	494,517.15	207,087.85	701,605.00	0.00	3,310.24	441.83	1,135.12	30,337	29,881	514.22	58.1	121	6.2	51	32	-19	
4	46	York	21.34	304.27	992.86	1,318.47	144.48	713.36	1,997.94	2,855.78	1,499,061.00	2,383,126.25	1,361,698.22	5,243,885.47	70,246.53	7,832.27	1,371.49	3,977.25	131,497	164,614	682.55	241.2	264	16.248	97	118	21	
4		District 4 Totals	84.42	1,394.60	4,645.35	6,124.37	397.80	3,216.78	9,317.50	12,932.08	4,042,282.00	6,584,325.88	3,344,662.36	13,971,270.24	190,066.32	30,723.43	4,561.28	14,949.79		408,673	4,204	691	1,260	68.276	458	392	-66	
5		District 5																										
5	16	Darlington	14.58	154.37	847.85	1,016.80	61.34	381.64	1,699.62	2,142.60	411,495.00	944,966.00	663,155.89	2,019,616.89	28,223.25	6,121.44	782.16	1,986.25	61,851	67,394	562.06	1						



Weight Factor		Road Miles								Lane Miles								VMT (Yearly)								AADT				1990			2000			Land Area			Bridges					Current Slots	Calculated Slots	Difference																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
		Interstate	Primary	Secondary	Total	Interstate	Primary	Secondary	Total	Interstate	Primary	Secondary	Total	Interstate	Primary	Secondary	Total	Interstate	Primary	Secondary	Total	Population	Population	Population	Population Density	Number	Lane Miles																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
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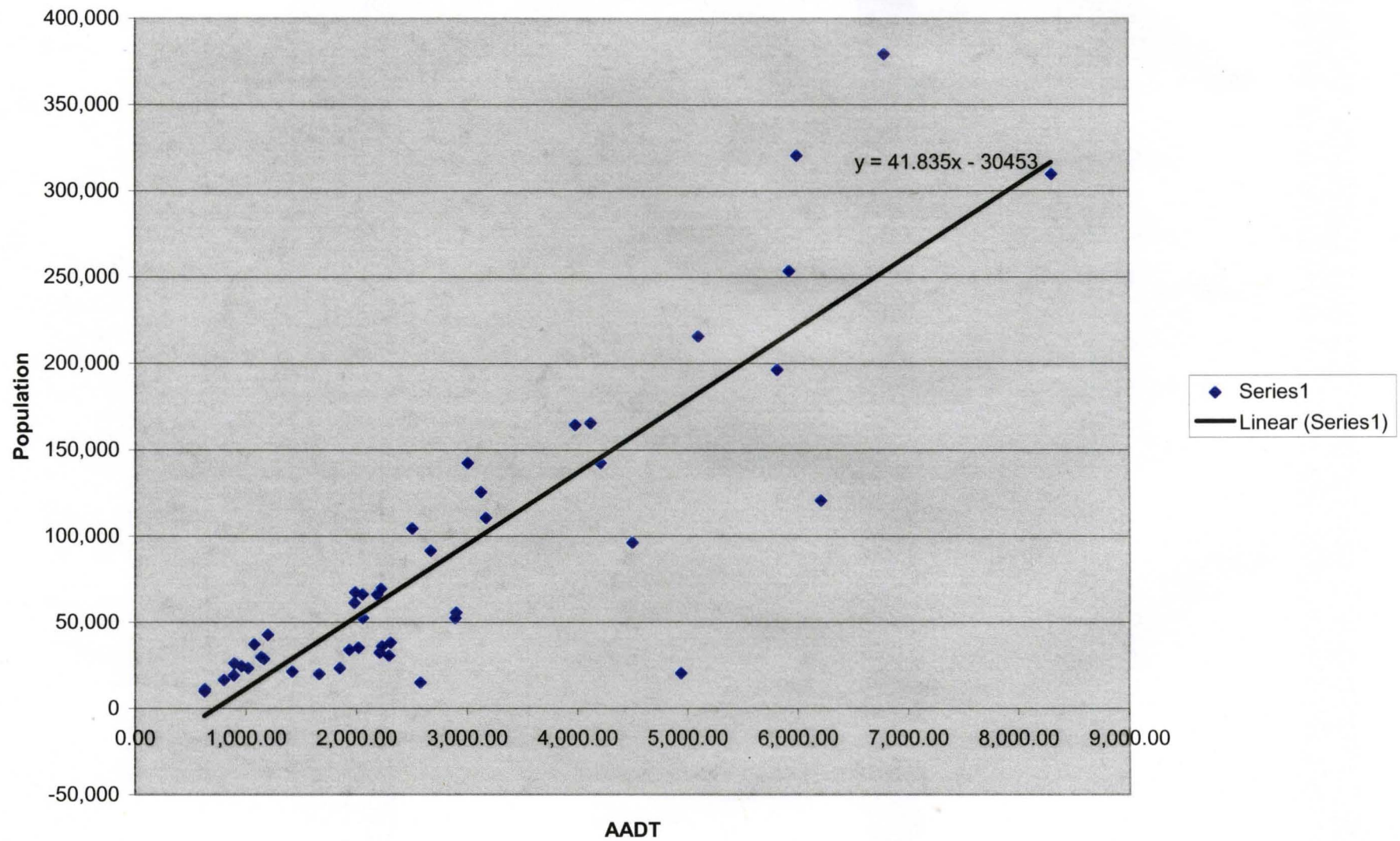
# Graphs

Graph 1

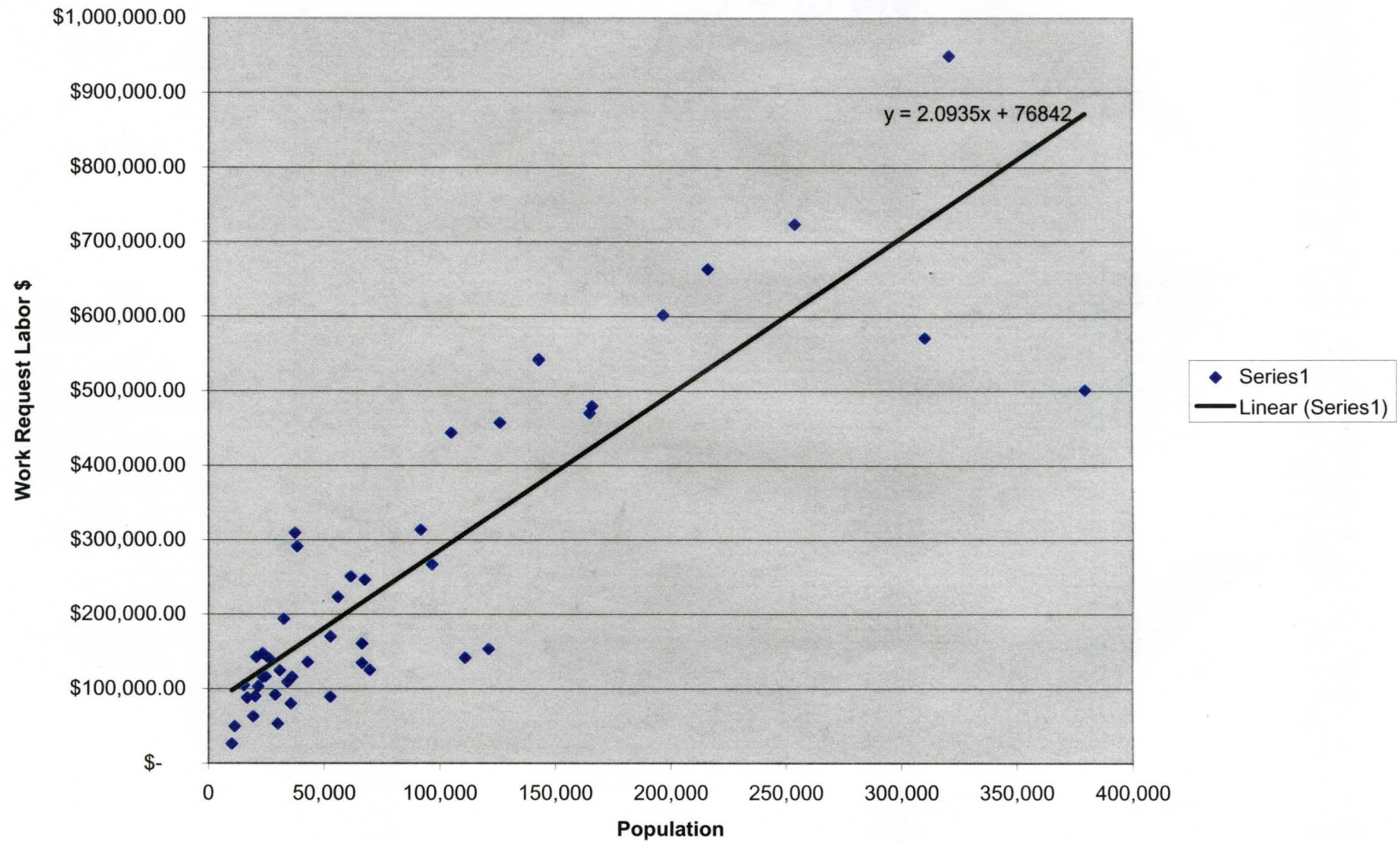




Graph 2



Graph 3





Graph 4

